

## MULTIMAX

*The Allrounder*









BÜLLINGEN (BE) - since 1988  
30.000 m<sup>2</sup>



With an **experience of over 50 years**, Faymonville is one of the biggest manufacturers of semi-trailers for special and heavy haulage.

Faymonville provides their customers with optimal solutions and systems for any transport need outside the usual norms.

**Quality, flexibility, productivity, creativity** and **service** are the company's keywords. The range of products and services is constantly enlarged in tight collaboration with our customers.

GOLENIOW (PL) - since 2006  
21.000 m<sup>2</sup>



The **high level of innovation** and the excellent manufacturing quality of the products are secured by optimized production processes and own modern production plants in Büllingen (Belgium), Lentzweiler (Luxembourg) and Goleniow (Poland). A service station has been opened in Noginsk (near Moscow, Russia) and Poland (next to the factory in Goleniow).

NOGINSK (RU) - since 2014  
3.120 m<sup>2</sup>



LENTZWEILER I (LU) - since 2003  
20.250 m<sup>2</sup>



LENTZWEILER II (LU) - since 2015  
16.000 m<sup>2</sup>





The Multi**MAX** is an **economic** and **flexible** solution for a multitude of different transport tasks - a genuine all-rounder!

This product family covers particularly versatile and extensive areas of application. The Multi**MAX** is a tried and tested product series with a complete range of specific **options** to enable **precisely tailored vehicle combinations**.

## Main characteristics

- Particularly versatile and extensive
- 2 to 10 axles
- High payload
- Extendable > 50 metres
- With or without ramps
- Various axle systems:
  - Friction-steered axles
  - Knuckle-steering (hydraulic) axles
  - Pendle axles
  - Independent wheel suspension (Faymonville Twin Axle II)

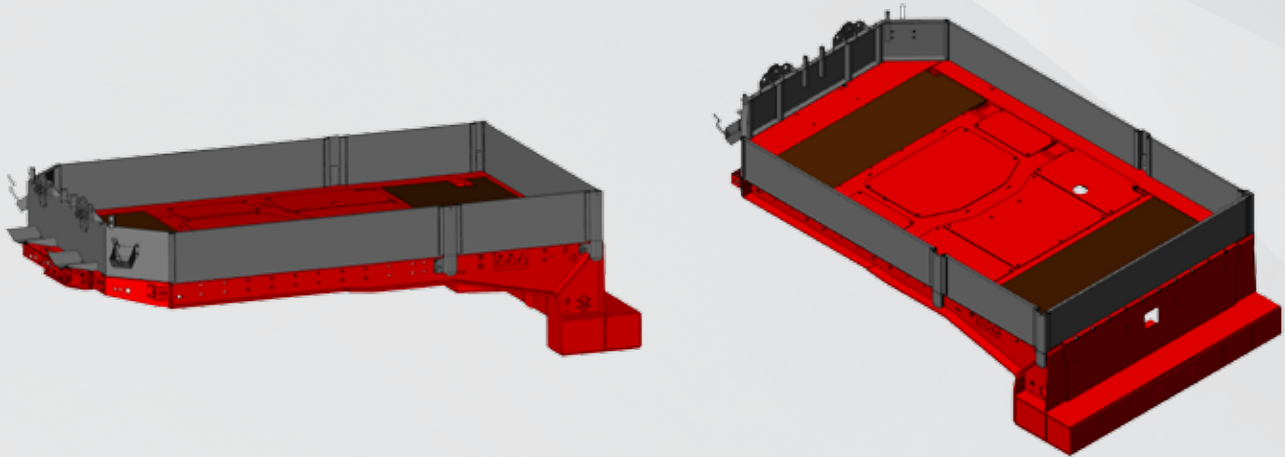


# Technological aspects of the MultiMAX

## 1. Goosenecks

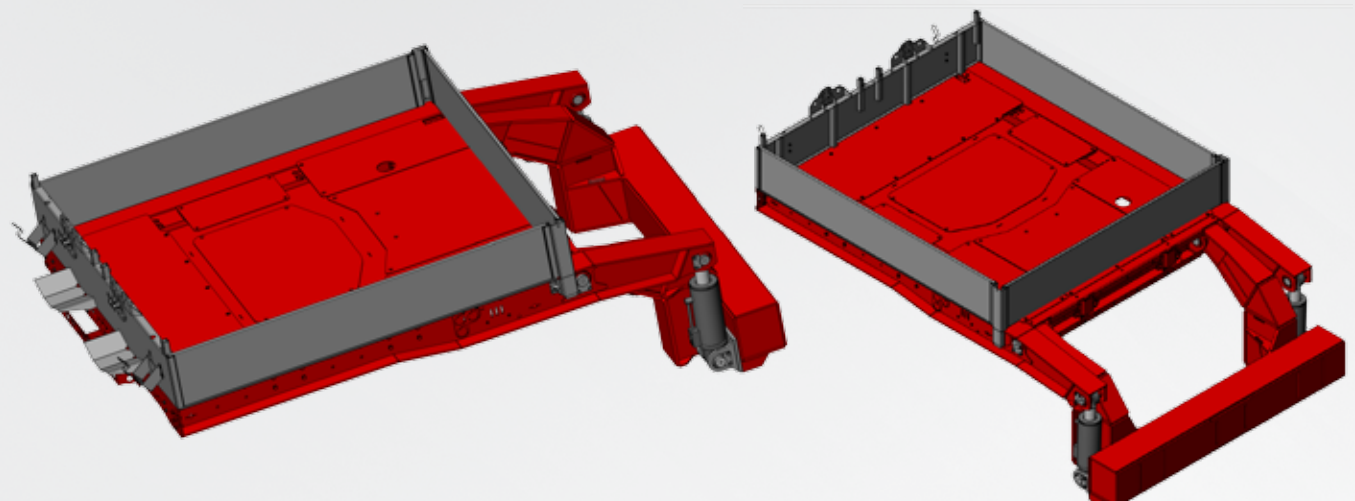
### ■ *Rigid gooseneck (SNT)*

This is a compact solution: based on the outer beam principle, the turning radius is moved inwards with this gooseneck, enabling a longer loading area.



### ■ *Hydraulically hinged outer beam (ATW)*

The hydraulically actuated gooseneck enables the automatic load compensation between gooseneck and axles. Moreover, it offers the possibility to lift and lower the front area of the loading platform, in order to facilitate the crossing of particularly uneven terrain.



## 2. *Hydro Shift* - hydraulically widening loading area

**Loading & unloading:** 50 % faster, greater efficiency - increased profitability

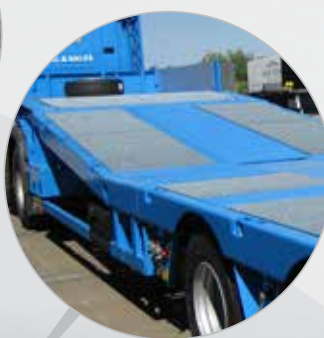
**Very high safety:** widening up to 3200 mm from a basic width of 2540 mm

**Maximum ergonomics:** improved working conditions with a regards to the health of the driver



## 3. *Hydraulically lifting platform*

The lifting platform can be securely positioned and loaded at different heights without mechanical locking. It enables the loading of the gooseneck even for machines with low ground clearance.





## 4. Wheel troughs

Thanks to the built-in wheel troughs, a considerable amount of space can be gained in the loading height when transporting wheel-driven construction machines. This ensures compliance with the various legal standards concerning overall height.



## 5. Excavator trough

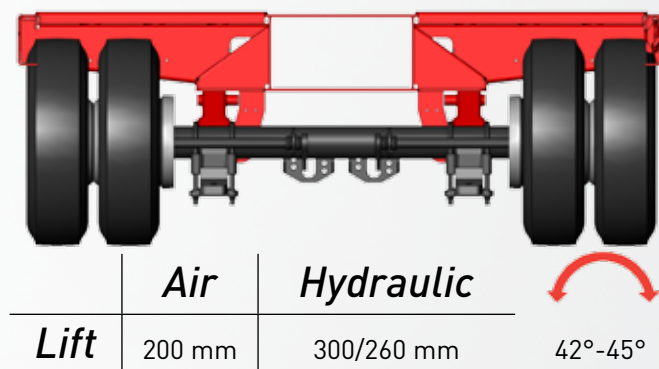
When transporting heavy excavators, the excavator handle trough serves the lowering of the excavator arm into this recess in the loading area. The loading height can be optimized accordingly and remains within the legal regulations.



## 6. Axle systems

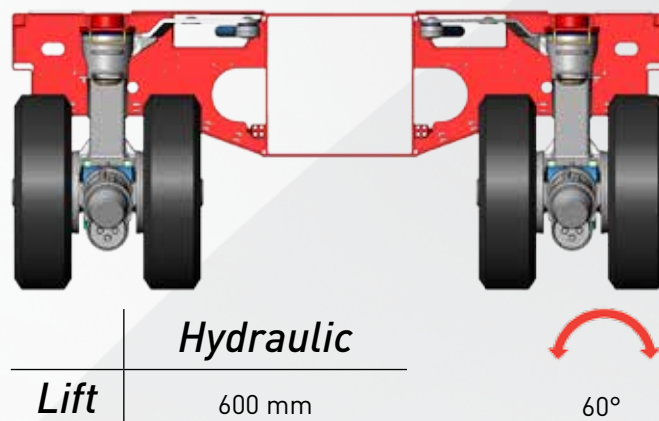
### ■ *Knuckle-steering (Z)*

Depending on the area of application and the loading weight, pneumatic suspension or hydraulic axle compensation can be chosen in combination with the knuckle steering. Optimum manoeuvring characteristics are achieved thanks to the steering angle of between 42 and 45 degrees.



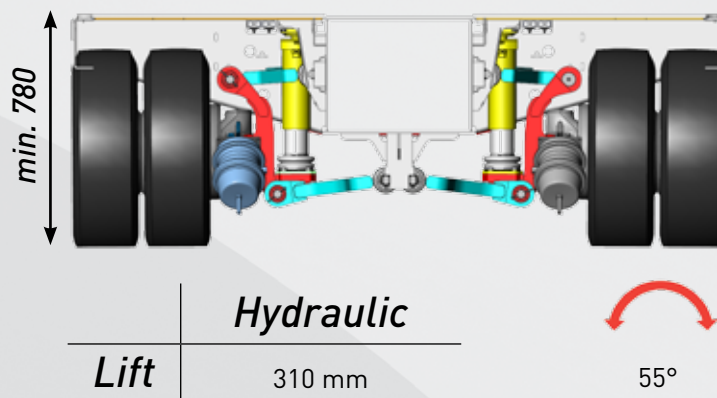
### ■ *Hydraulic swing axle (PA)*

Pendle axles have been specially developed for applications under particularly difficult road and terrain conditions. A maximum total lift of impressive 600 mm as well as the maximum steering angle of over 60° characterise this type of axle.



### ■ *Twin Axle II - Independent suspension (TAII)*

The independent suspension „Twin Axle II“ enables an increase of the axle load to 12 tons per axle in various countries (e.g. Germany). This type of axle provides a larger lift of 310 mm (-70mm / +245mm), with the benefit of a minimum loading height (780mm). The independent suspension also achieves a maximum steering angle of 55°.





## 7. Ramp systems

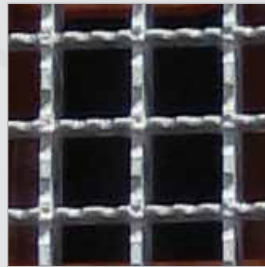
### ■ Coverings according to the area of application



Hardwood timber covering



Grip strip covering  
Rubber covering



Serrated floor  
grid covering

### ■ Hydraulic double ramp

The hydraulic double ramp reduces the drive-on angle, so that large and small construction machines with a low ground clearance can easily be driven onto the low loader. The autonomous hydraulic opening of the upper ramp part allows for the complete extension of the ramp before it touches the ground. An extremely small tilt angle meanwhile protects vehicle and machine.



### ■ Hydraulic single ramp

The hydraulic single ramp is ideal for the loading of construction machinery with relatively high ground clearance and that does not require a particularly low climbing angle. Vehicles with single ramps are lighter thanks to the use of less material (compared to double ramps).



# MULTIMAX equipment

1. Inwardly and outwardly hinged lashing rings
2. Hardwood covering approx. 50 mm thick, continuous, interrupted between the axles
3. Extension with intermediate platform
4. Locking of the loading area with welded-on locking profiles
5. Hydraulic ramps for various payloads
6. Hydraulic 2-cylinder ramp shift for simple handling

## Options:

7. Galvanized outriggers, extendable by about 230 mm each side
8. Aluminum bridging elements
9. Hydraulic support foot
10. Single or double ramps for various payloads







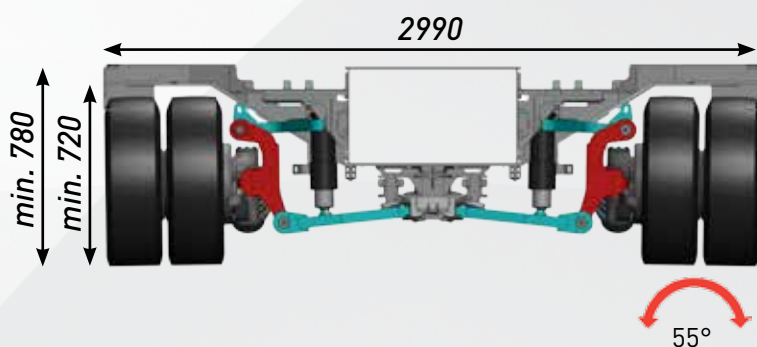




## 8. Perfect fit from rail to road

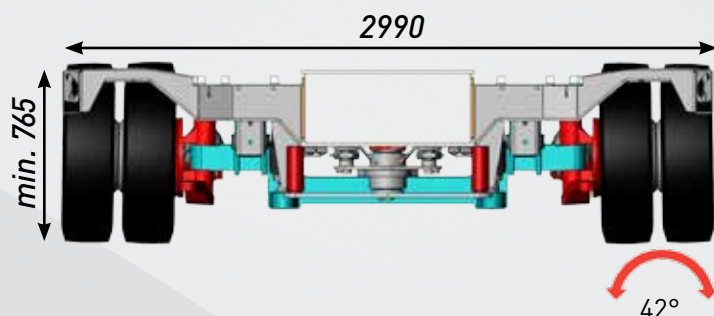
### ■ *Twin Axle II low*

A vehicle width of 3 metres is used when transporting rail vehicles. With the Twin Axle II "low" a minimum loading height of 720 mm is achieved - with a maximum axle load of 12 tons as well as a remarkable suspension stroke (-100 mm / +210 mm). This axle system captivates by its practically oriented agility.



### ■ *Cranked axles*

The width of the vehicle is 3 metres with this axle system too. With a minimum loading height of 765 mm, a track width of up to 1670 mm can be achieved using cranked axles, which caters for country-specific regulations (e.g. for Spain).







## *Application areas for the Multi**MAX***

- Construction machines (excavation and road construction, recycling,...)
- Forestry machines (skidders,...)
- Farming machines (tractors, combine harvesters,...)
- Wind power plants (tower segments, generators, rotor blades,...)
- Structural elements (steel and concrete elements)
- Industrial parts (transformers, crane-loaded goods,...)
- Lifting vehicles (lifting platforms, fork-lift trucks,...)
- Crane systems (cranes, crane weights, crane components)
- Conveying and crushing systems (demolition and recycling industry)
- Rail vehicles (trams, locomotives, wagons)
- Bulky goods, long material and heavy loads



# *The Multi**MAX** in action*





# MAXPROTECT+

Weather conditions and environmental influences as well as corrosion and stone chips are the biggest enemies of a steel structure. For the long-term surface protection of semi-trailers, FAYMONVILLE relies on **MAXPROTECT+**, a fully co-ordinated and meticulously optimised surface treatment system.

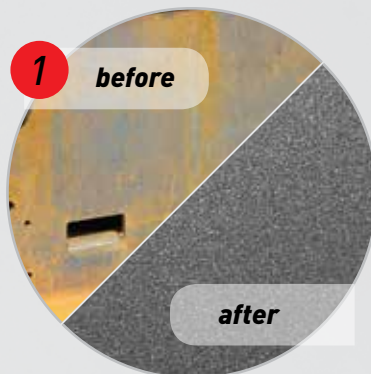
**MAXPROTECT+** is by far the best concept currently available in the industry. That is why it sets the benchmark in the field of surface protection. Our **MAXPROTECT+** treatment offers a long-life surface protection.

All stages and processes included in **MAXPROTECT+** – from the painting to the metallisation, including shot- and sandblasting – are carried out, developed and tested 'in-house'.

This optimum surface treatment additionally increases the quality and longevity of our products.

## Composition of the surface refinement

- 1 Machine blasting**  
Airless blast cleaning with metallic shot.
- 2 Manual blasting**  
Manual cleaning and refinement of the material surface with mineral blasting agents.
- 3 Spray galvanising**  
Application of a zinc/aluminium layer for corrosion and adhesion protection. Partial metallisation especially for strongly stressed surfaces.
- 4 Joint sealing**  
Prevents the spread of rust in the gap and underneath the paintwork.
- 5 Priming**  
2-component zinc epoxy with 81% zinc content and additional active corrosion protection.
- 6 Top coat**  
Final coating with 2-component DTM.
- 7 Sealing**  
Prevents corrosion in corners and hollow spaces.
- 8 Optional: Seawater-resistant complete preservation**







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